TRADERS LOOK FOR MORE LIFE

But Don't Favor-Making Market Extremely Active at This Time.

MONEY RATES MUCH EASIER

Generally Considered That Market Has Not Been As Tight As It Seemed.

(Special to The Times-Dispatch.) NEW YORK, March 4.- The stock market opened last week with sentiment fairly cheerful and a disposition to entirely disregard the money market, which, however, already showed signs of soon becoming a dominant factor. As the week were on, however, and the banks began to show heavy losses to the sub-treasury, foreshadowing, as it was thought, a very bad bank statement with very low reserves at a time when the bank reserves should be normally large, bank reserves should be normally large, sentiment changed and heavy liquidation started. Very severe breaks occurred in some of the high-priced specialties, which have of late been prominent, notably in Great Northern and Northern Pacific, which declined as much as a dozen points in a day on reports that the ore deal between the Great Northern Company and the United States Steel Corjoration was off for the time being. time being.

Consolidated Gas broke violently on

Consolidated Gas broke violently on the prospect of the passage of the sighty-cent gas bill in Albany. Throughout the entire list declines were practically universal, and throughout the week one of the most notable things about the movement has been the lack of vigor of the railies, which have occurred from time to time.

After a break the market would rally fractionally, but as soon as it began to look strong immense offerings would be forthcoming at the higher level, and thus check all further improvement. The outside news was more or less conflicting, and hardly definite enough to 17-fect prices one way or the other. The coal strike situation seems improved, and there is probably less chance of a strike in either the anthracite or bituminous coal regions than was thought probable some time ago.

Prices were higher at the opening of the short sension of Saturday on the news of relief to the money market by the government, but stocks were freely offered, and the gains were not maintained. The weekly exhibit of the banks was considerably better than had been predicted, but this had little effect on the market.

Persistent selling of Amalgamated Cop-

market.
Persistent selling of Amalgamated Cop-

market.

Persistent selling of Amalgamated Copper and Anaconda in the last half hour brought about a sharp reaction in these stocks and caused selling in others. The tone at the close was easy, and near the lowest prices of the day.

While it will probably be argued that the \$10,000,000 which the Secretary of the Treasury deposited in the banks is not a sufficiently large amount to relieve the money market throughout the United States, it is believed by men who are in close touch with Washington that this is only the beginning of what the Secretary will do from time to time toward putting more money into circulation. On the other hand, it is confidently believed that money has not been as tight as it has seemed, and that if the Secretary of the Treasury had not taken any action, rates would have been considerably easier before the middle of the present month. It is believed that the large earnings of the United States Steel Corporation will result in higher prices as soon as it is realized that the monetary situation is hot nearly so bad as has been reported.

It is expected by uptown interests that the market will improve, but not even the most optimistic interests are in favor of making the market extremely active at this time.

Bank Statement.

(Special to The Times-Dispatch.)
NEW YORK, March 4.—The decrease in loans, shown by the bank statement of \$8,683,100, was expected, as a result of the liquidation of the week, and loans by foreign bankers. The decrease would have been larger but for syndicate bond concentrations. decrease in cash of \$3,305,400 is

one decrease in cash of \$3,30,400 is 000,000 less than the loss indicated by e reported movement of currency, The discrepancy is due to unreported

The discrepancy is due to unreported local movements.

The decrease in deposits of \$12,753,700 in \$195,200 more than the sum of the decrease in loans and cash, which is not a very good balance. The reserve required is \$4,188,425 less than last week. Deducting this from the loss in cash,

Deducting this from the loss in cash, the surplus is dimished by \$115,975. The surplus now is \$5,093,750, comparing with \$8,489,700, in 1905; \$29,943,350, in 1904; \$4895,978, in 1906; \$3,958,425, in 1902; \$10,710,275, in 1901; \$13,641,550, in 1900; \$24,578,125, in 1899. Not counting reserved. 578,125, in 1899. Not counting reserve against United States deposits the sur-

MR. JORDAN HAPPY.

Radford City Attorney Made

Fight for Normal School. Hon. Robert L. Jordan, City Attorney and Commonwealth's Attorney, of Radand Commonwealth's Attorney, of Radford, is still in the city and is very happy over the decision of the committee griday night in confirming the action of the special Normal School Committee in choosing Radford as a site for one of the proposed normal schools. Mr. Jordan has been in the fight for his city from the start and has followed the matter diligently through all its stages. There were so many other advocates of Radford before the committee Friday night who had so fully covered the ground, and swing to the lateness of the hour, Mr. Jordan did not speak, though ile was leady to appear had he thought further argument was at all necessary.

To Build New Jail.

(Special to The Times-Dispatch.)
WILLIAMBBURG, VA., March 4.—The contract for building a new jail for the joint use of James City county and Williamsburg has been awarded to the B. F. Smith Fireproof Construction Company, of Washington. The bid was \$4,500, and the building is to be completed in four months.

GEO. T. KING & CO., Stock Brokers

11044 E. Main St. Richmond, Va. STOCKS, COTTON AND GRAIN Fractional Lots a Specialty, Close Attention to Out-of-Town Accounts. PRIVATE WIRES, NEW YORK, CHICAGO, NEW ORLEANS

Private Long Distance 'Phone to N. Y. Loop to Western Union Main Office. Stock Ticker in Gustomer's Room,

Members Richmond Grain and Cotton Exchange. Strangers visiting the city are invited to make our office their headquarters, and have their mail and wires sent in our

THE WEEK IN WALL STREET.

(From the New York Evening Post of Saturday.)

STOCK EXCHANGE TRANSACTIONS.

This Last Lost Two Years ago, Years ago, Staturday.)

Week. Week. Year, Years ago, Years ago, Staturday.

Bhares 5,271,00 4,227,00 7,96,964 197,649 207,449 347,962 (Government bonds sold 1,329,009 19,564,000 \$25,883,000 \$5,781,000 \$11,295,000 1,377,000 21,000 For the calendar year to date:

1994, 1995, 1995, 1994, 1995, 1994, 1995, 199

The following table shows the week's highest, Vowest and closing prices, individual sales and not changes of all securities sold on the New York Stock Exchange this week. High and low prices are also given for the full year 1905 and for 1206:

经医验			Rallway and Miscellaneous Bonds.			1500000
11	906.	Sales !				Net
High.	Low.	\$1,000				Close, ch.
84	78%	235	American Tobacco fours	73	78	79 + 1/4
11714	114%		American Tobacco sixes	11814	1151/2	116
10214	893	11	Atlantic Coast Line fours	101%	*89%	*99% 16
8614	9414	8	Atlantic Coast Line, L. and N. fours	9444	9414	9414- 14
964	9814	66	Baltimore and Ohio prior Hen 31/48	9414	91	941/4+ 1/4
10614	103		Baltimore and Ohio gold fours	105	10434	104% - %
10646	97%	41	B. and O., P. L. E. and W. Va. fours	99	98%	99 + 14
9214	91		B. and O., S. West, div. 31/2	9314	91	99 + 1/2
11414	11314	32	Central of Georgia Railway con. fives	114	114	114
97	934	2	Central of Georgia Railway first inc	95%	9644	96% + 1% 87% + 1%
8714	8014	61	Central of Georgia Railway 2d inc	874	87	8714+ 14
86	754	133	Central of Georgia Railway 3d inc	841/4	80	84 - 1
11944	11814	10000	Chesapeake and Ohio con. fives	1181/2	11814	1181/6
109	1055	29	Chesapeake and Ohio general 41/28	109	105%	*106%
9514	9614	3	C. and O., R. and A. 2d con. fours	9614	0614	9614-134
10254	100%	6	C. and O., R. and A. 1st con. fours	100%	100%	100%- 14
112	112	1	Chesapeake and Ohlo first fives, Cr. Val	112	112	112 - 1
83%	7814	32	Con. Tobacco fours	79	7814	78%- %
1104	10734	ĩ	International Paper 1st sixes	108	108	108 - 14
12114	120	9	Louisville and Nashville gold fives	12114	12144	12116- 8
10414	10314	5	Louisville and Nashville uni. fours	104	10314	10314- 14
\$614	9614	9	L. and N., So. Monon joint fours	9614	96	96
1001	981/4	10	Louisville and Nashville col. tr. fours	9934	9914	99%- 16
129	128	2	L and N., N., O. and M. first sixes	12844	125%	128%
102	100%	56	N. Y. C. and H. R. d. fours, 1934	10144	10114	101%+ 14
9914	98	45	N. Y. C. and H. R. gen. 31/28	9814	98	101%+ 14 9816- % 89 - 14
93	5814	65	N. Y. C., L. S. col. tr. 31/8	8914	5814	59 - 14
91	8514	10	N. Y. C., M. C. col. tr. 348	8914	5214	891/4+ 1/4
106	10414	22	N. Y. C. and St. Louis first fours	106	10514	10614+ 14
10244	10114	21	Norfolk and Western con. fours	101%	101%	10014 14
9514	94%	10	Norfolk and Western, Po. C. and C. fours	944	944	94%- 14
107%	106%	3	Pennsylvania Railroad 445	107	10674	105%+ %
1064	100%	132	Pennsylvania Railroad conv. 348	10134	10016	10144 14
101	9714	103	Pennsylvania Railroad 348, 1915	971/2	9714	10114+ 14 974- 14
92	8914	40	Scaboard Air Line fours	91	9014	91
97	9414	2	S. A. L., A. and B. fours	*95	*2414	*95
11914	118	17	Southern Rallroad con, fives	1184	118	1181/4- 14
9814	97	HER Y	Southern Railroad, M. and O. Div	9714	97	97 - 14
10144	97%	10	T. C. and I. Railroad gen. fives	101	100	101 - 14
11014	110	4	T. C. and I., Tenn. div. sixes	11044	1104	11014
90%	961	913	United States Steel fives	99	9814	984- 4
9916	9614	AL STATE	United States Steel fives, reg	9914	5914	891/4
97	914	16	Virginia Coal and Coke fives	98	9514	96
*Ex-interest.			Total sales for the week, including \$1,3			
other government			bonds, were \$18,190,000.			
Man Daniel	10000000	22012511625				The Party of the last

DUN'S REPORT OF FAILURES IN FEBRUARY.

R. G. Dun & Co. make the following comparative report of failures in the United

in leading classes of trade:			R		LIABILITIE	8
Iron, Foundries and Nails	1906	1905	1904	\$111,616	1905	1904
Machinery and Tools	67	21	15	819.271	630,878	282,798
Woolens, Carpets and Knit Goods	1	1 2	7 3	119,000	225,861 5,300	183,200 84,445 417,544
Cottons, Lace and Hostery Lumber, Carpenters and Coopers	27	39	24	804.054	697,986	417.544
Clothing and Millinery	31	23	20	172,692	202,532	219,225
Hate, Gloves and Furs	000 F.S.	11	8	16,000	294,311	25.663 68.500
Chemicala, Drugs and Paints	9	14	21	49.051	91.187	221,240
Milling and Bakers	17	21	21 17	85,615	106,524	04,845
Leather, Shoes and Harness	17 7 5	11	8	631,227	172,149	162,700
Liquors and Tobacco	9	5	14	415,387	255,017	357,888
All Other	98	70	74	1.779,187	1.079,921	1,116,840
Total Manufacturing		234	223	\$4,653,832	\$3,826,854	\$3,826,985
General Stores	157	178	171	\$909,961	\$1,205,582	81.091.98
Groceries, Meats and Fish	168	173	162	569,776	891,294	508,200
Hotels and Restaurants	50	73	32 75	95,211	262,410 279,910	153.80
Clothing and Furnishing	73	30	65	382,661	747.001	591,38
Dry Goods and Carpets	36	48	26	251.073	387.581	312.71
Shoes, Rubbers and Trunks	31	20	31	203.172 49.552	100,820	415,626 224,12
Furniture and Crockery	27	32	28	290.185	256,029	230.51
Drugs and Paints	19	27	10	70,730	103,168	64,190
Books and Paners	10	20	18	23,097	153.608	188.72 119,92
Books and Papers	6	3	9	80,008	97,000	249,076
All Other	69	75	60	408,909	991,191	782,771
Total Trading	685	749	781	\$3,566,881	\$5,413,988 539,588	\$5,289,801 6,695,817

Commercial failures in the month of February were 988 in number and \$10,809.- 619 in amount of defaulted indebtedness.

This compares with 1,013 failures in the facturing failures, while in the leather This compares with 1,03 failures in the corresponding month last year when llabilities were \$9,780,370. While the amount involved was about a million dollars more than in the same month last year, it was \$5,000,000 smaller than in February, 1904, and also compared favorably with the three preceding years, while the numthe three preceding years, while the number of failures were the smallest in over a decade, with the exception of 1899 and 1900. Manufacturing failures were 23 in number and \$4,633,832 in amount, against 234 last year for 33,526,854. Improvements were most striking in trading failures, 055 comparing with 749 last year and liabilities of \$3,566,881 failing strikes and liabilities of \$3,566,881 failing the comparing with 199 last year and liabilities of \$3,566,881 failing and liabilities of \$3,566,881 failing and liabilities of \$3,566,881 failing \$1,566,881 fa ing failures, 655 comparing with 749 last year and liabilities of \$3,565.881 failing much below the \$5,413,983 in February, 1905. The increase in liabilities was provided by the third class, embracing brokerage, real estate and insurance, \$2,-635,965 largely exceeding the \$539,583 in the pravious year, although the number of failures in this class was the same in each year. Of banks and other fiduciary institutions, there were seven suspensions involving \$1,158,000, while the number was the same last year, but the amount of defaulted indetredness rwas only \$899,448. Although February is a short month, it has been an eventful one in recent years, particularly as to insolvencies, this year showing notably large losses in banking, brokerage, and a few manufacturing classes, while last year there were heavy trading losses at the South because of the sharp decline in price of cotton, and in 1904 the Baltimore fire produced many large disasters, especially among the minor insurance companies.

pecially among the minor insurance companies.

Comparison of February liabilities by branches of business with similar figures for the corresponding month of 1905 shows many wide changes in both directions, out of the fourteen manufacturing classes, of six recording heavier losses and with equanitarity.

Total Commercial...... 988 1.013 1,003 \$10,859,619 \$9,780,870 \$15,812,553 industry there was an increase of over \$450,000, and in lumber about \$200,000. The only significant decrease was in the machinery class, amounting to about 50 per cent., or \$300,000. Only three of the four-teen trading classes reported heavier losses than in 19.5, and in no case was the difference significant. But many of the decreases from last year's figures were of considerable size, in miscellaneous almost \$300,000 in clothing about \$250,000. industry there was an increase of ove were of considerable size, in miscellaneous almost \$600,000, in clothing about \$350,000, and in general stores \$300,000. Yet clothing failures were just double the number of those last year, 72 comparing with 36, but decreases of over 20 were recorded in general stores and liquors and tobacco.

ed in general stores and liquors and to-bacco.

Aside from a few large failures in banking, brokerage, building promoters and similar concerns that cannot properly be termed mercantile, the insolvency returns for February maintain the encouraging evidence of sound business conditions with which the year opened, and there is no reason for anxiety in the percentage of mercantile mortality. In view of the fact that the number of firms in business has steadily increased of late, it is particularly gratifying to note that considerable less than a thousand abandoned the struggle during February, and a similar comparison of the defaulted indebtedness to solvent payments through the clearing houses is equally satisfactory. It must always be remembered that brick competition and peculiar local conditions, together with the fact that many incompetents embark on mercantile careers, will continue to

WHEAT CHEAPER | EARNINGS FROM THAN IN YEARS

Market is Lower Now Than at Immense Sums Paid Annually By Any Time Since -

the Path of the Bears.

(Special to The Times-Dispatch.) CHICAGO, March 4.-It is still down hill in the wheat market and no brakes to check the movement. The trend has been a long one and there is no turning point in sight. If the average buil had an obstruction which he could throw in the way, he probably would not have the courage to make the attempt, for the average buil in these days is a timid

courage to make the attempt, for the average built in these days is a timid creature.

For that matter, the bear, with everything in his favor, is exhibiting no great daring in the practical enforcement of his arguments. Conspicuous leaders are lacking on either side of the market. Matters are drifting along with the weight of natural influences. The law of supply and demand is getting an exemplification, which is rarely witnessed in the wheat market. America has loads of wheat, of which it would like to dispose to other countries. Other countries are getting all the grain they need from sources that are cheaper for them. These two facts, set over one against the other, tell the secret of prices that have been falling steadily and almost uninterruptedly for weeks.

Wheat in Chicago is now cheaper than it has been since 1803, and when the bear says there is nothing to prevent it does not suffice to say that prices are so much lower than they were a year ago. The conditions are radically different. Last year there was a big. broad market, great activity in speculation and a strong buillain sentiment because the crop of 1904 had been so small relatively that domestic needs seemed more than large enough to care for all the wheat in sight. There or four months ago there was plausible reason for holding wheat for possible higher prices. The law of crop successions gave color to the expectation that Argentine would not be a great contender for the world's markets this season. There was substantiality in the conviction that Argentine would not be a great contender for the world's markets this season. There was substantiality in the conviction that Argentine would not be a great contender for the world's markets this season. There was substantiality in the conviction that Argentine would not be a great contender for the world's markets this season. There was substantiality in the conviction that Argentine would not be a great contender for the world's markets this season. There was substantiality in the conviction that

the buil to maintain the ascendancy for months after the winter wheat had been garnered.

Then came the period of hoping against hope. Stubborn facts overthrew built theories. Argentine came along with a first-class crop of wheat. Her surplus was estimated anywhere-from 67,000,000 to 120,000,000 bushels. Russia shipped heavily for weeks, dropped out of the running for a short time and then began to bombard the continental and British markets with millions more of grain. She is still contributing a share.

There was little chance for America against this competition. Even Manitoba, where wheat has been several cents cheaper than in the States, has not been able to find a place for all her surplus. If there should be an emergency now bringing about a demand from this continent, Manitoba would still have the inside track.

FEBRUARY MESSENGER.

Contains Pleasant Articles on Hon. A. J. Montague.

Hon. A. J. Montague.

The Messenger, the monthly magazine of Bichmond College Literary Societies, has just received from the press the Februsary number. There are always reasons, many and good reasons, why college publications are late in issue, and so it will probably be even to the end of the chapter.

This number of the Messenger is of considerable interest, and reflects much credit upon the enterprising editor, Mr. P. S. Flippin, and his associates.

As a frontisplece there is a very excellent photogravure of Hon. A. J. Montague, who this month assumes his duties in the college as dean of the law

cellent photogravure of Hon. A. J. Montague, who this month assumes his duties in the college as dean of the law department. A considerable portion of the reading matter consists in letters congratulatory of the accession of excovernor Montague to the college faculty, coming from prominent citizens of Virginia and the country at large. They are from Dr. Albion W. Small, University of Chicago; Rev. W. W. Landrum, Atlanta, Ga.; President E. A. Alderman, University of Virginia; President C. D. Mctver, State Normal College of North Carolina; Professor Albert B. Hart, Harvard University; Professor Edwin K. Mitchell, Hartford Seminary; Hon. R. Walton Moore, Fairfax, Va.; Colonel Sol. Cutchins and Mr. William L. Royall, of Richmond, Vn. There is also a most appreciative article on "Governor Montague as an Educator," by Dr. S. C. Mitchell, of Richmond College, as well as resolutions adonted by the students of the college, and the reply of Governor Montague to the student committee that presented them. The committee consisted of Messrs, P. W. James, chairman; N. Bond and T. W. Oziler.

Indeed, this is a Montague issue, and it reflects the interest and pleasure felt by the college in the coming into the faculty of one of the most widely known citizens of Virginia to-day.

Other articles are as follows: One by Professor W. L. Foushee, secretary of the Virginia Intercollegiate Association, making some general observations on that organization in connection with its last annual meeting, in January; an appreciative study on "Byzantium: Past and Present," by J. Frani in Cropp; another on "Brownings" Cleon' and 'Korshish," and "Augustus," by P. W. James.

There are two stories, "After Many Days," by Miss Noland Hubbard, and "Oid Field Schoolhouse." by W. E. Ross. The verse is more than creditable. The editors have done their work well. ties in the college as dean of the lay

Bishop of New Hampshire.

Rt. Rev. William Niles, bishop of the Diocese of New Hampshire, accompanied by his wife, is spending a part of the winter in this city.

The bishop came South several weeks ago for his health and to escape the rigors of a New Hampshire winter, intending to go as far as Florida, but he and his good wife stopped over in Richmond and were so well pleased with this city as a winter, resort, decided to remain here. He and airs, Niles, have rooms at Miss Pitzer's, No. 115 East Franklia.

Bishop Niles is one of the ablest divines in the Episcopal Church and is regarded as the best authority in the country on church law.

AND MOORE STREETS.

In execution of a certain deed of trust bearing date on H May 1994, to the undersigned trust bearing date on H May 1994, to the undersigned trust bearing date on H May 1994, to the undersigned trust gate of Richmond Chancery Court. default of debt. secured therein, and being repulse auction, on the premises, on TUESDAY, MARCH 8, 1905, AT 4:30 o'CLOCK P. M., the above-mentioned property. The dwelling is two stories and contains five tous at the first property of the property of the country of the country

MAIL-CARRYING

the Government to the Railroads.

NOTHING TO STOP DECLINE RECORD FREIGHT MOVEMENT

Bulls Have Nothing to Obstruct Bankers Are Resigning From the Boards of Railways-Spanish Roads Prosperous.

> The approach of the quadrennial period for the weighing of Western mail to dotermine how much the government shall years has been marked by speed con-tests among competing roads to the West and Southwest. Although no bonus is paid for speed, that is the principal factor in determining which road shall get the contracts. They want these contracts, not only for the advertising which they give but because they add to the revenue. The importance of this source of revenue is fairly indicated by the fol-lowing table;

Earnings From Mailcarrying,

	6	- Jan 9		
1		1905.	1904.	b
9	Pennsylvania R. R	\$2,057,087	\$2,044,421	8
ij	Pennsylvania Co	880,670	786,942	1
Ü	P. C. C. & St. L	1,217,540	1,105,591	8
ü	New York Central	2,406,188	2,405,344	2
	Union Pacific	2,204,787	2,189,802	ü
i)	Southern Pacific	1,983.252	1,978,600	100
ï	C., B. & Q	2,323,398	2,300,861	8
	C. R. I. & P	1,145,768	1,187,272	ŝ
				E

Totals (all roads), \$44,499,732 \$41,709,306

Total gross carnings, all sources. \$444.326,991 \$421,704.692
The rivalry for this business results in much good to the public. For instance, during the fall and esarly winter just past, the Rock Island and the Senta Fe have been contesting for the contract between Chicago and Los Angeles, and have reduced the time by about five hours.

hours.

About a month ago a fast service was nut in operation from New York to San Francisco via the New York Central and Pennsylvania lines to Chicago, and thence over the Burlington, Union Pacific and Southern Pacific roads. Early last year the fastest train between New York and San Francisco left New Francisco Friday noon, When the San-Francisco at 10 o'clock Thursday morning, the Union Pacific put on a still faster train,

Movement of freight trains over the middle division of the Pennsylvania Railroad again broke all previous records on February 26th. In the twenty-four hours ending at 12:01 midnight, 164 freight trains passed Mimillin, 89 west-bound and 75 eastbound, hauling a total of 8,132 cars. This does not include 49 passenger trains. The best previous record was on October 9, 190%, when 138 freight trains passed that point, 66 west-bound and 72 eastbound, with a total of 7,915 cars. The interchange between the main line and the Philadelphia and Erie at Lewistown Junction was the heaviest in the history of the road, 250 cars being interchanged between the two lines.

Determination on the part of the banking firm of Kuhn, Loeb and Company to have its members retire from the boards of the various ralinoads of which they have been directors recalls the reason for prominent bankers taking a hand in ralinoad of the various ralinoads of which they have been directors recalls the reason for some ralinoads, particularly those in the west and Middle West, were bearish on their own properties. For the purpose of furthering their own ends they cut rates and demoralized business to an extent which brought the ralinoads corporations to the verge of bankruptcy. To such a degree was this carried that J. P. Morgan served notice upon the officers that the interest of the bolders of their securities men would be found who would do so. In order to insure the carrying securities men would be found who would do so. In order to insure the carrying corporations of the ralinoads, and from that the carrying the men would be found who would not many the securities men would be found who would do so. In order to insure the carrying entire the following the surface of the ralinoad companies.

An industrial swattening has taked.

of the railroad companies.

An industrial wakening has taked place in Spain since the war with America in 1898, and the capitalists of the country are considering the advisability of extending railroad and other enterprises. There are now 7,000 miles of normal gauge line, and 1,000 miles of nor meter sauge, which together earned last year about \$57,00,000. Operating expenses were about \$57,00,000. Operating expenses were about \$17,00,000. The sauge of the public, which is constantly demanding the formal is a sauge of the public, which is constantly demanding the formal sauge of the public, which is constantly demanding better facilities.

Mr. Allyn C. Straus left last night for an extensive Northern trip. He will re-turn in about ten days.

AUCTION SALES, Future Days

William B. Pizzini Company, Real Estate Agents, Tenth and Bank streets.

C OMMISSIONER'S SALE OF FOUR BEAUTIFUL BUILDING LOTS ON HANOVER STREET, IN LEE DISTRICT.

Pursuant to a decree of the Richmond Chancery Court, in the sult of Margaret V. Powers and others, who sues, etc., vs. Lillie V. Powers and others, entered on October 13, 1904, I will sell at public auction, on the premises, on TESDAY, MARCH 6, 1906, AT 4 P. M. the four lots fronting 120 feet and 6 inches by a depth of 179 feet 9 inches, on the south line of Hanover street, beginning 50 feet east of Strawberry street.

These lots are in a rapidly-enhancing neighborhood and should command the attention of investors.

Terms—One-third eash, balance at one, two and three years, with interest, secured by negotiable notes of the purchaser and deed of trust upon the property. Title retained until the purchase money shall have been paid.

HENRY K. FRANKLIN.

Special Commissioner.

The bond required of the special com-nissioner has been duly given. CHAS. O. SAVILLE, Clerk.

By John T. Goddin & Co., -Real Estate Agents, Auctioneers, Bank and Eleventh streets.

TRUSTEE'S AUCTION SALE OF FRAME DWELLING, 624. ON WEST LINE OF KINNEY, BETWEEN LEIGH AND MOORE STREETS.

AUCTION SALE-This Day.

Real Estate Agents and Auctioneers, 821 East Main strete,

TRUSTER'S SALE OF

Very Desirable Suburban Acreage ON THE

Meadow Bridge Road and Henrico Turnpike, BOUT HALF MILE NORTH OF THE

ABOUT HALF-MILE NORTH OF THE CITY LIMITS,

- Containing 7 1-2 Acres.

By virtue of a deed of trust dated October 10, 1892, and of record in Henrico County Court, D. B. 41 A, page 22, default having been made in the payment of the debt therein secured, I will sell by public auction og the premises on MONDAY, MARCH 5, 1906, AT 4 OCINCK P. M., the above described valuable acreage, situated on the Meadow Bridge road and Henrico turnpike, immediately between Chestnut Hill and Barton Heights, and adjoining the lands of Scott and Elam and others, and containing 71-2 acres. This tract is very desirable for subdivision and should attract the attention of investors generally.

Terms—Cash as to expenses of sale, any taxes due and unpaid and to pay the debt of \$1,500 and interest; balance upon terms to be announced at sale.

C. L. Denoon, Auctioneers.

By GEO. W. MAYO, Auctioneer, 110 North Seventr Street. 'Phone 1996.

Grand and Rare Collection and Household Effects, 30 van loads in all, To-Day (Monday), March 5th, at 10:30 A. M.,

consisting in part of one Three-Piece Ma-hogany Parlor Suit, upholstered in leather, one Very Fine Mahogany Case Upright Piano 7 3-4 octaves; five Handsome Par-Plano 7 3-4 octaves; five Handsome Par-for Mirrors, Pictures, Chairs, Rockers, three Leather Box and other Couches, Hall Racks, Folding Beds, Drophead Singer and other Sewing Machines, Com-bination Book Case and Desk, fifteen Oak, Walnut and other Bedroom Suits, ten odd Oak, Walnut and Mahogany Finish Bu-reaus, Washstands, fitty Chairs, twenty-five Rockers, ten rolls New Matting, Rugs, Druggets, Oak and other Sireboards, Din-ing Tables, two Upright and one Silent Salesman Show Case. Cooking and Heating Stoves. Also a lot of other goods too numerous to mention. Ladies invited to attend.

GEO. W. MAYO. Auctioneer. GEO, V. OLIVER, Salesman,

By GEO. W. MAYO. Auctioneer, 110 North Seventh Street, 'Phone 1996 OFFICE FURNITURE, TYPEWRITERS I will sell for whom it may concern, at my warerooms, TO-DAY (MONDAY),

commencing at 12 o'clock (sharp), one Large Fiat Double Desk, One Upright and one Slope Top Desk, one Oak Book Case, one Typewriter, one Letter Press and Stand, one Drugset, two Revolving and other Office Chairs, GEO. W. MAYO, Auctioneer. GEO. V. OLIVER, Salesman.

AUCTION SALES, Future Days

By Sutton & Co. and McVeigh & Glinn Real Estate Auctioneers.

Trustees' Auction Sale

Valuable Broad

Street Property No. 409 W. Broad St.

In execution of a certain deed of trust, dated February 5, 1906, and recorded February 5, 1906, in the clerk's office of the Chancery Court of the city of Richmond, the undersigned trustees will sell at auction on the premises on TUESDAY, MARCH 6, 1906, AT 5 O'CLOCK P. M., the following property, to-wit: House and lot, No. 400 West Broad street, Richmond, Va. The lot fronts 29 feet or more on the south side of Broad street, Richmond, Va. The lot fronts 29 feet or more on the south side of Broad street, and extends back within parallel lines 94 feet, and 94 feet from Broad street the width of the lot is 21 feet or more, back to an alley in the rear. The buildings consist of a two-story brick store buildings, recently remodelled, and a large brick stable in the rear.

Terms—One-third cash, balance in six and twelve months, evidenced by negotiable notes with interest added and secured by a deed of trust on the property, or all cash, at the option of the purchaser.

VIRGINIA TRUST COMPANY, WILLIAM A MONCURE, Trustees.

Sutton & Co., McVeigh & Glinn, Auctor of the control of the control of the purchaser.

Sutton & Co., McVeigh & Glinn, Auctor of the control of the control of the purchaser.

Sutton & Co., McVeigh & Glinn, Auc

A survey or plat of lot can be seen in the offices of the auctioneers.

REAL ESTATE-For Rent.

FOR RENT,

Furnished Apartment of three rooms and bath, on Franklin Street, front third floor Chesterfield Apartment House, Will rent for 4 or 6 months. J. B. ELAM & CO.

FINANCIAL.

BUSINESS
And Personal Accounts
Solicited by STATE BANK OF VIRGINIA 1111 East Main Street, Richmond, Va.

STEAMBOATS.



irginia Navigation Co. JAMES RIVER DAY LINE.

STEAMER P OC A HO N TA
LEAVES MONDAY. WEDNES
DAY AND FRIDAY AT 7 A. 3
for Norfock. Portemouth. Of
Point, Newport News. Claremos
and James River landings. an
Old Point for Washington, ila
be North., State rooms reserve
at moderate prices. Electric ca

connecting at Old Pot timore and the North for the night at moder direct to the wharf. Norfolk. forfolk.
Freight received for above-named places and
Il points in Eastern Virginia and North Caroins.
IRVIN WEIBIGER, Gen'l. Mgr.
E. A. BARBER, Jr., Secretary.

Clyde Steamship Co. PHILADELPHIA.

RICHMOND AND NORFOLK-LINEL Freight received and delivered daily at C. and O. Rwy, Co.'s Depot, Seventeenth and

R. F. & P. Richmond, Fredericksburg & Potomac R. R.

Trains Leave Richmond-Northward

17sins Leave Richmond-Morthward,
4:25 A. M.-Daily-Byrd St. Through.
5:20 A. M.-Daily-Main St. Through.
6:20 A. M.-Daily-Main St. Through.
6:20 A. M.-Daily-Main St. Through.
6:20 A. M.-Daily-Main St. Through.
6:21 A. M.-Except Monday, Byrd St. Through.
7:22 Al. Willman care.
7:23 Al. Willman care.
7:24 A. M.-Except Monday. Byrd St. Through.
7:25 Al. M.-Daily-Byrd St. Through.
7:26 Al. M.-Daily-Byrd St. Through.
7:26 P. M.-Week Days. Byrd St. Through.
7:26 P. M.-Daily-Main St. Through.

4:00 P. M.—Week Days. Byrd Et. Frederictsburk Accommodation.
5:05 P. M.—Daily—Main Rt. Through.
6:10 P. M.—Daily—Main Rt. Through.
6:10 P. M.—Daily—Main Rt. Through.
6:10 P. M.—Daily—Byrd St. Through.
7:10 P. M.—Daily—Byrd St. Through.
6:10 A. M.—Week Days—Byrd St. Through.
6:10 A. M.—Week Days—Byrd St. Through.
6:10 A. M.—Week Days—Byrd St. Through.
6:10 P. M.—Daily—Main St. Through.
6:11 P. M.—Daily—Main St. Through.
6:12 P. M.—Daily—Main St. Through.
6:13 P. M.—Daily—Byrd St. Through.
6:14 P. M.—Daily—Main St. Through.
6:15 P. M.—Daily—Main St. Through.
6:16 P. M.—Week Days—Byrd St. Through.
6:17 P. M.—Week Days—Byrd St. Through.
6:18 P. M.—Week Days—Byrd St. Through.
6:19 P. M.—Week Days—Byrd St. Through.
6:10 P. M.—Paily—Main St. Thr

Southern Railway

Chesapeake & Ohio Ry.

Westbound Local Trains: Newport News, Norfolk and Old Point, 9:07 a. m. and 4:00 p. m. daily.

10:20 a. m. daily: 5:15 p. m. week

ONLY ALL-RAIL LINE TO NORFOLK.

ATLANTIC COAST LINE

Scadbard Aff Life Railway.

Southbound Trains Leave Richmond Dally.

9:10 A. M.—Local to Norlina, Mamiet and Charlotte.

9:50 P. M.—Solid Fullman to St. Augustine.

2:20 P. M.—Solid Fullman to St. Augustine.

1:20 P. M.—Miller Conches to Savingman and Local Conches.

Birmingham and Southwest.

Trains Arrive Richmond Dally.

8:15 A. M.; 6:45 A. M.; 4:55 F. M.

STEAMBOATS.

OLD DOMINION STEAMSHIP COMPANY

Night Line for Norfolk. Leave Richmond every evening (foot Ash Street) at 1 P. M., stopping at Newport News en route. Fare, \$2.50 one way, \$4.50 round trip, including stateroom berthir meals, 20c. each. Street Cars to Steamer's Whart.

FOR NEW YORK. Via Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship, following day at 7 P. M.; also Norfolk and Western Ry, at 9 A. M. and 3 P.M. and Chesapeake & Oho Ry. at 9 A. M. and 1 P. M., naking connection daily (except Sunday) at Norfolk with Main Line Ships salling at 7 P. M. Tickets, 808 E. Main Street.

Merchants and Miners Transportation Co.'s

Boston, Mass., and Providence, R. I.
Steamers leave Norfolk for Boston Tuesday,
Vednosday, Friday and Sunday, For Proviserial Property of the Province of th



Southern Railway

SCHEDULE IN EFFECT FEB. 11. 1994.

7:00 A. M.—DAIN LEAVE RICHMOND.
7:00 A. M.—DAIN LEAVE RICHMOND.
7:00 A. M.—DAIN LOCAL for Charlotte, N. C.
12:10 P. M.—BANDAY LOCAL MARKET,
12:10 P. M.—BANDAY LOCAL MARKET,
12:10 P. M.—BANDAY LOCAL MARKET,
12:10 P. M.—DOSAL—MONDAY, Wednesdays and
14:10 P. M.—DOSAL—MONDAY, Wednesdays and
15:10 P. M.—Local—Mondays, Wednesdays and
16:10 P. M.—DOSAL—MONDAY, Wednesdays
16:11 P. M.—DOSAL—MONDAY, Wednesdays
16:12 P. M.—DOSAL—MONDAY, Wednesdays
16:13 P. M.—DOSAL—MONDAY, Wednesdays
16:14 A. M.—DOSAL—MINONS and Clay Hark.
16:15 A. M. And 7:50 P. M.—Prom all the South
16:16 A. M.—BONDAY P. M.—Prom all the South
16:16 A. M.—Prom Reysville and intermediate
16:16 A. M.—DAIN from West Point with Baitimors
16:16 A. M.—DAIN from West Point West
16:16 A. M.—BONDAY
16:16 P. M.—BONDAY
16:16 P. M.—West Point West
16:16 P. M.—West
16:16 P. M.—West Point West
16:16 P. M.—West
16:16 P. M

Cincinnati, Indianapolis, St. Louis, Chi-cago, Louisville, Nashville, Memphis, 2:00 p.m. and 11:00 p. m. daily.

ocal for Newport News and Old Point, 7:35 a. m. and 5:00 p. m. week days.

James River Line:

Arrive Maine Line from West: *7:30 A. M., *8:30 A. M., *2:30 P. M., *7:45 P. M. From East, 10:06 A. M., *11:45 A.M., *7:00 P. M. James River: *3:40 A. M., *6:33 P. M. (*2014); *Ex. Sunday.)

N&W Horfolk&Western

ONLY ALL-RAIL LINE TO NORFOLK.
Leave Byrd-St. Station, Richmond, Daily,
In Effect Jan. 24th, 1906.
FOR NORFOLK: *9:00 A. M., *3:00 P.
M., 7:25 P. M.
FOR LYNCHBURG, the WEST and
the SOUTHWEST: 9:05 A. M., 12:10 Noon,
9.00 P. M. Pullman Parlor and Sleering
cars. Cafe Dining cars. Trains arrive
daily from Norfolk *11:40 *6:50 P. M., 9.50
P. M.
Office 833 E. Main St. *Flyer: 2 hrs. 20
W. B. BEVILL.
Gen. Pass. Agent. Dist. Pass. Agent.

11:50 P. M. -FG1 Norfolk, 9:00 A. M., 3:00 P. M. and :25 P. M.

7:25 P. M.
For N. & W. Ry. West. 12:10 and 3:00
P. M.
For Petavsburg, 9:00 A. M., 12:10, 3:00, 5:45, 9:00 and 11:30 P. M.
For Goldsboro and Fayetteville, *3:53 P. M.
Trains arrive Richmond daily: 4:17, 6:40, *8:33, **10:45 and 11:40 A. M.; *1:00, 2:05, 6:50, 8:09 and 9:20 P. M.

Richmond and Petersburg Electric Railway.

Cars leave corner of Seventh and Perry
Streets, Monchester, every hour (on the Journ
from 6 A. M. to 10 P. M. Last car 12 midnight.
Limited car: 6.48 P. M. daily except Sunday
Care leave before the state of 18 10.25 P.

Street. State of 11.40 P. M. Limited car 7:15 A.

M. daily, except Sunday.

All cars from Petersburg connecting Richmond cars.